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December 27, 2005

State of Alaska
Department of Transportation & Public Facilities,
STIP Comments/Division of Program Development
3132 Channel Drive, Suite 200
Juneau, AK 99801-7898

Re: Sterling Highway Reconstruction, MP 157 to 169

Dear Sirs,

At their meeting of December 6, 2005, the Kenai Peninsula Borough Assembly passed Resolution 2005-103 requesting that the above project be reinstated in the 2006-2008 STIP. There has already been \$23,000 expended towards design, with funds allocated to this project in the 2005 budget.

In view of the history of accidents on this stretch of road, recognizing it is the only way in and out of the Homer area, this reconstruction is desperately needed. It was a shock to discover that it had been removed from the draft STIP. I understand about the federal earmarks. But I also believe the state has an obligation to ensure safety for those of us who live here, and those concerns need to come before new projects are started.

In behalf of my KPB Assembly District 9 constituents, and all of us who live in the greater Homer area, I appeal to you to please reconsider the needs of this stretch of highway, and reinsert this project into the 2006-2008 STIP.

Attached please find correspondence from the City of Homer that supports part of the accident history of this road. If more information needed, please advise.

Thank you,

Very sincerely,



Milli Martin
P.O. Box 2652
Homer, AK 99603
907-235-6652

cc: Gov. Frank Murkowski
Sen. Gary Stevens
Rep. Paul Seaton



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

February 10, 2005

State of Alaska, Department of Transportation
Attn: Scott Thomas
4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6900

Subject: Motor Vehicle Accidents, Milepost 168-169 Sterling Highway

Dear Mr. Thomas,

Since December of 1999, the Homer Police Department has investigated 18 accidents that have occurred on the curved section of the Sterling Highway near mileposts 168 to 169. Five people sustained injuries serious enough to be recorded in these accidents and an additional three people were killed in two separate accidents at this location. Just last night, another two-vehicle accident occurred at mile 168, resulting in two injuries.

In the past ten years, this section of the highway has been repaved and re-stripped. The speed limit has been lowered and some improvements have been made to the shoulders. Serious accidents continue to occur. More improvement is needed

I have been a police officer in Homer for over twenty years. Several times I have seen vehicles off of the road, in the ditch along this section. Some of those were due to slippery road conditions, but some were not. Most of these incidents were not reported to the police or had relatively insignificant damage involved so they did not rise to the level of state accident reporting requirements.

I cannot explain why this section of highway has so many accidents. I suspect it is due to a combination of factors. The section has a curve and grade. It is susceptible to black ice formation and has several ingress/egress points with limited visibility. It is near the start and end of the 55 mph section of the highway but it is not within it. For whatever reason, this section of highway does not tolerate mistakes. A small moment of inattention here can result in a deadly crash.

I urge the state to find a solution that will stop these accidents. My opinion is that this section of highway must be straightened and widened. Consideration should be given to pushing the 55 mph limit further north on the Sterling and extending the 45 mph limit to it. I also suggest that a flashing light post sign be placed at the beginning of the 45 mph zone.

Sincerely,

Mark Robl
Chief of Police



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Motor vehicle accidents recorded between 1/1/2000 and 3/31/2004,
occurring on the Sterling Highway between mile post 167 and 169

Total accidents: 6
Accidents involving damage only: 4
Accidents involving a fatality: 2

Case Number	Date	Time	Type	Location
2003-2193	5/18/2003	5:20pm	Damage	Ranger station
2003-3602	7/21/2003	2:51pm	Fatal	Bannock station
2003-4306	8/28/2003	4:51pm	Damage	Ranger station
2003-4523	9/10/2003	9:55pm	Fatal	Ranger station
2003-5558	11/23/2003	4:54pm	Damage	Ranger station